CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES
October 7, 2026
Approved 11 04 26

Chair: Pam Thompson **Vice Chair:** Vacant **Treasurer:** Andy Jones **Secretary:** Alison Biggs

VISION – QUIETER SKIES FOR OUR COMMUNITIES

MISSION – CACNR WILL BRING TOGETHER AIRPORT, COMMUNITY, FAA, AND AVIATION INDUSTRY REPRESENTATIVES TO COLLABORATIVELY IDENTIFY AND DISCUSS NOISE ISSUES AT CENTENNIAL AIRPORT AND RECOMMEND COURSES OF ACTION THAT COULD REDUCE NOISE OVER AFFECTED COMMUNITIES.

1. **CALL TO ORDER, ROLL CALL, and QUORUM:** The meeting was called to order at 6:35 p.m. by Chair Pam Thompson.
The following were in attendance, and a quorum was present:

Douglas County:	DJ Beckwith	Greenwood Village:	Donna Johnston
Douglas County:	Alison Biggs	Highlands Ranch Metro:	Andy Jones
Elbert County:	Brenda Dyche	Lone Tree:	Mike Parr
Aurora:	Brad Pierce	Parker:	Heather Bennett online
Castle Pines:	Chris Eubanks online	ACPAA:	Mike Fronapfel
Centennial:	Don Sheehan	AOPA:	Joe Patton online
Cherry Hills Village:	Dave Heller online	CABA:	Don Kuskie online
Foxfield:	Pam Thompson	Wings Over the Rockies:	Bill Wasmund

Also present: FAA Senior Program Analyst, Northwest Mountain Region Jennifer Redding, online; Stephen McKinney, FAA, online; Alan Y, online; and ACPAA Staff Matt Frenette, Luis Gonzales, and Zach Gabehart online. Members of the public present were Major John Currie; Kim Hellweg online; Randy Johnson; Joe Panem; and Bill Ward.

Absent: Arapahoe County:	Rhonda Fields/Leroy Evans	Castle Rock:	Laura Cavey/Ashlynn Miller
Arapahoe County:	Sreenivasan Alakappan/Vacant	CDOT Aeronautics Div:	Todd Green/Vacant
Elbert County:	Mike Buck/Shawn Fletcher		

SPECIAL APPOINTMENT TO CACNR VICE CHAIR POSITION: There were no volunteers for the position of CACNR Vice Chair.

2. **CONSENT AGENDA:** The Consent Agenda included the draft CACNR Minutes from September 2, 2026; the Treasurer's Report from October 2, 2026, showing a balance of $22,587.53; and the CACNR Attendance Record through September 2026. On the motion of Andy Jones, duly seconded, the Consent Agenda was approved with one abstention by Brad Pierce who had not attended the September 2026 meeting.

3. **ITEMS REMOVED FROM THE CONSENT AGENDA:** None.

4. **PART 150 STUDY UPDATE:**

A. UPDATE – Mike Fronapfel reported the draft noise compatibility program had been published for public review and comment, through November 7, 2026. It identified measures intended to address aircraft noise and promote compatible land uses around the airport. The document could be reviewed on the Part 150 study website, or in person at the airport office, or the Lone Tree branch of the Douglas County Library. The final public hearing would take place on Wednesday, October 28th from 4:30 to 6:30 at the Four Points by Sheridan at the airport.

The Chair noted she had sent the Part 150 study to and asked for responses from some of the members of the public who had communicated with CACNR during past meetings. Those individuals lived in proximity to the airport, although they would not necessarily be within the 65 DNL. She asked all CACNR Representatives to make sure those in their areas who might like to comment on the program had the information about the hearing and comment deadline.

A member of the audience asked if the airport began using the 010 heading for departures, was approval needed to fly over Cherry Creek State Park? Fronapfel indicated if that procedure were to be approved by the FAA, some level of environmental assessment of its impact on the park might be needed. However, Zach Gabehart indicated that the

procedure had been being tested at night, so perhaps an environmental review might not be needed; if one was, depending on the detail required, it could take years. So not surprisingly it all rested on the FAA.

It was noted that the Transit Oriented Development (TOD) had been mentioned several times during CACNR meetings as being a bad idea, but CACNR had never really discussed it. The Colorado legislature had passed rules related to this kind of development in certain areas, which do not give the jurisdictions much say about it. The particular area included in the Part 150 study was uncomfortably close to Centennial Airport, and did seem like a bad idea, about which nothing could apparently be done.

The airport had reached out to the jurisdictions in relation to the airport's influence area map where there were restrictions on development within areas based on proximity to the airport. The airport had earlier encouraged jurisdictions to adopt related zoning guidelines but found some had resisted doing that as the guidelines had been considered too restrictive. Thus in the new set of guidelines, some elements had been relaxed, though not where areas were felt absolutely critical to protecting the approach zones and though still restricting development under pattern traffic. The hope was to relax guidelines somewhat and recognize transit-oriented development within the major corridors of I-25 and 470, in exchange for the jurisdictions being willing to adopt the new airport influence areas into their zoning documents to better protect the airport's approaches and pattern areas.

A factor also considered had been the rarity of complaints from multifamily and transitory development and some jurisdictions had asked why the airport was opposed to such development when complaints were not being filed from such areas. So it had been decided to either get nothing from the jurisdictions or have a chance of them adopting the new, more relaxed guidelines and having a bit more of a say when it came to the critical areas. When the Part 150 study would be completed, the airport planned to return to the jurisdictions to see if they would be willing to adopt the new airport influence areas. It was anticipated to be more difficult in some places such as Douglas County, Lone Tree, and Centennial, but it seemed Arapahoe County might be more amenable.

Comment was made that it was hoped the airport had not given in and gotten nothing by doing so. The different approach, easing restrictions and emphasizing construction methods could bring more willingness, and CACNR Representatives were encouraged to put in a good word with their jurisdictions.

It was noted some of the jurisdictions in the roundtable were in a lawsuit on overall housing legislation, including transit oriented housing, on the basis that the legislation was unconstitutional, infringing on home rule authority. If that were successful then there could be more flexibility as discussed. There were actually two lawsuits, one in the south metro area and one in the northwest part of the metro area. The definition of what constitutes multifamily could also be involved – was it multi-story or did it include row homes. CACNR had heard complaints from Lincoln Apartments recently, in an area where the airport had not recommended it be developed. The result of this component of the Part 150 study would remain to be seen.

B. PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE – No report.

5. NOISE REPORTS:

The August 2026 Noise Report included the following information:

August Local Operations:	**15,975**	**August Total Operations:**	**31,911**
Year to Date Local Operations:	**106,696**	**Year to Date Total Operations:**	**217,413**

31,911Total Operations in August resulted in 616 complaints from 53 households.

August Noise Events:

August Total:		**August 60 – 69 db:**		**August 70 – 79 db:**		**August 80 – 89 db:**	
Meridian	11,135	Meridian	9,311	Golf Course	3,298	Airport East	475
Golf Course	9,062	Golf Course	5,638	Meridian	1,779	Golf Course	122
Airport East	2,566	Parker	2,625	Airport East	1,036	Meridian	42
Parker	2,900	P1 Orch/Havana	1,632	State Park	714	P1 Orch/Havana	14
State Park	2,318	State Park	1,595	Parker	274	State Park	9
P1 Orch/Havana	1,911	Airport East	1,506	P1 Orch/Havana	264	Castle Pines	8
Grandview Estates	1,499	Grandview Estates	1,389	Grandview Estates	106	Greenwood Village	5
Castle Rock	960	Castle Rock	930	Greenwood Village	67	Hunters Hill	5
Greenwood Village	724	Greenwood Village	652	Hunters Hill	39	Grandview Estates	2
Lone Tree	615	Lone Tree	576	Lone Tree	38	Parker	1
Hunters Hill	408	Hunters Hill	364	Castle Rock	30	Lone Tree	1
Castle Pines	345	Castle Pines	313	Castle Pines	24	Castle Rock	0
Sagebrush Park	88	Sagebrush Park	80	Sagebrush Park	8	Sagebrush Park	0

August Noise Events in the 90+ decibel range: Airport East – 31 Golf Course – 4 Meridian – 3 Grandview Estates – 2 P1 Orch/Havana - 1

August Noise Complaints per Municipality		**Numbers of Households:**		**YTD Complaints and**		**Number of Households:**	
Unincorporated Douglas County	272 (44%)	UDC	15 (28%)	UDC	1,989 (35%)	UAC	58 (30%)
Unincorporated Arapahoe County	132 (22%)	UAC	14 (26%)	UAC	1,353 (24%)	UDC	43 (22%)
Centennial	89 (15%)	Greenwood Village	7 (13%)	Centennial	786 (14%)	GV	33 (17%)
Greenwood Village	51 (8%)	Other	8 (14%)	UEC	711 (13%)	Other	16 (8%)
Unincorporated Elbert County	42 (7%)	Centennial	3 (5%)	GV	655(12%)	Centennial	11 (6%)
Lone Tree	9	Aurora	1	Lone Tree	70 (1%)	Lone Tree	9 (5%)
Other	7	Castle Rock	1	Other	67 (1%)	HR	6
Castle Pines	5	Denver	1	Denver	24	Parker	6

Parker	3	Lone Tree	1	Castle Rock	18	UEC	5
Highlands Ranch	2	Parker	1	Highlands Ranch	13	Denver	3
Aurora	1	UEC	1	Parker	9	Castle Pines	3
Denver	1	Castle Pines	0	Castle Pines	8	Castle Rock	2
Cherry Hills Village	0	Cherry Hills Village	0	Aurora	4	Aurora	1
Castle Rock	0	Highlands Ranch	0	Cherry Hills Village	0	CHV	0

Year to Date, the **top five households complaining were:**

Household #1 859 (15%) Unincorporated Douglas County
Household #2 735 (13%) Centennial
Household #3 704 (12%) Unincorporated Elbert County
Household #4 551 (10%) Unincorporated Douglas County
Household #5 501 (9%) Unincorporated Arapahoe County
Remaining Households 2,357 (41%)

In August, 109 noise complaint responses were completed from 616 noise complaints, with 90 of those by email and 19 by telephone.

In August 540 complaints were received from 7:00 a.m. – 9:59 p.m. (88%)
76 complaints were received from 10:00 p.m. – 6:59 a.m. (12%)

In August props accounted for **91`% of the complaints by aircraft type; jets** accounted for **8% of the complaints,** and **helicopters caused 1%.** Comparatively, **Year to Date** figures showed propellers had caused 92% of the complaints; jets caused 6%, and helicopters caused 2%.

In August departures were responsible for **29% of the complaints, training** was responsible for **57% of the complaints,** and **arrivals** were responsible for **14% of the complaints**. Comparatively, **Year to Date** figures showed training had caused 57% of the complaints, departures had caused 30%, and arrivals had caused 13%.

A graph was provided showing the **August number of complaints by the hour** in which they were made, with a peak at 8 and 10 a.m. hours. A drastic decline begins after 10 a.m. with a slight increase in the evening hours at 8 p.m.

The map of household locations and numbers of complaints was included, as was the August Radar Track Density Map.

It was noted that noise complaints had gone down in the last month. It was impossible to identify why that actually happened. However, complaints had increased east of the airport where noise monitors had been deployed. For example, in the 80 – 90 decibel range, figures had increased from 237 to 475. In the 90+ decibel range, figures had increased from 15 to 31, but again, factors such as wind and weather were not recorded.

6. **PUBLIC COMMENT:**

A. MEETING ATTENDEES/VIRTUAL ATTENDEES –

- Randy Johnson from Louviers, south of Chatfield, just west of Highway 85. He recorded numbers of planes over his area so others could understand the magnitude of what happened in his area. He then submitted complaints to both Centennial Airport and Rocky Mountain Metropolitan Airport as he two whose planes most often caused noise problems. In the last month he tallied 702, mostly training planes; 309 from Centennial and 252 from Rocky Mountain. That was about 50 more from Rocky Mountain than the prior month and about 10 or 15 more from Centennial. He had submitted 178 complaints; 62 related to Aspen Flying Club; 27 were ATP Flight School; 40 were Flights, Inc.; 23 were Centennial Flyers; 1 each from Jefferson; Independence Aviation and Epic; and 22 others Videos Johnson had taken with his cell phone were played as examples of the visuals and sounds experienced in his area. Staff was provided with Johnson's videos and was able to determine the altitude of such flights which were usually in the 1,000 ft. – 1500 ft range.
- Bill Ward, pilot and flight instructor at Centennial Airport noted he could not imagine how difficult it must be to work at the airport and know things were going to be built that were incompatible with the airport and noise, such as in the Transit Oriented Development area previously discussed. As noted in the Land Use Referral records reviewed by CACNR, the proximity and subsequent noise problems in land use areas reviewed by the airport, are noted for the jurisdictions, but developments were approved regardless. Then the resulting noise complaints had to be very frustrating for airport staff, and CACNR, when they could have been avoided. The new legislative requirements were not helpful. It was felt there never was going to be any buy-in from cities such as Centennial or Greenwood Village or Douglas County or any of the other municipalities surrounding the airport. Evidence of what had already occurred was apparent when flying over the area or looking at an aerial map.

The expenditure of funds for a Part 150 Study seemed questionable when a Study recommendation resulted in a lessening of development restrictions in areas affected by noise, which was a reason for the need of a Part 150 in the first place. No solution to the problem or its prevention had been devised, but it actually had been made easier (in part due to legislation) for development and the resulting noise problems to occur.

It was anticipated that the use of the Automatic Dependent Surveillance-Broadcast (ADS-B) exchange in the future may result in the public asserting that illegal flight practices were occurring, possibly resulting in a class action lawsuit against DIA or even Centennial. Some information provided there may, however, be incomplete, so changes and charges would need to be carefully considered.

- Major John Currie, U.S. Air Force retired, from the Vintage area near Caley and Havana, questioned the FAA as the decision-making authority, wondering if there were flight restrictions at Centennial Airport compared to other airports of comparable size. He did not feel there were, but if so, from an altitude perspective, he believed they were being violated every day. Most of the usually training aircraft going over his house, which was about a mile from the north end of the runway, were in the 500 to 1,000 altitude range. He wondered why it wasn't possible for the air traffic control tower to solve many noise problems for the north and northwest side of the airport by telling departing aircraft to maintain their departure heading, climb to 3,000 feet and have a good day. This would take aircraft straight over Cherry Creek Reservoir, keep them out of all the residential areas north and northwest, and thus eliminate many noise complaints.
- Kim Hellweg from Elizabeth asked once again why there seemed to be almost simultaneously two flights doing maneuvers in the Three Towers training box at once, with one of the flights having come from Spaceport to the north. That happened with such regularity and consistently, she could not help but believe it was because she and one other living in the area and complaining about the flight schools were being retaliated against, and there they were again. Some even seem to be playing tag over her home. The flight schools can identify those who complain, but the retaliating pilots cannot be identified by the public, which hardly seemed fair and provided the public with no protection. She had taken videos of two flight school planes in the 3 Towers box at once numerous times and complained to the FAA numerous times, but nothing had been done and no response had been given.

Overall, FAA information indicated flight schools were supposed to use the training boxes because it keeps both pilots and homeowners safe, but what was safe about two planes in one box at the same time? There are numerous other planes which end up going through the training box back and forth to get to Centennial Airport. There are other routes which could be used. The retaliation activity was reiterated.

B. RECEIVED BY CACNR –

- Emails received from Randy Johnson and Brenda Dyche were reviewed, as was a photo shown on the screen of congestion in the Elbert County area, of congestion and apparent intentional circling around and around and around – which had become known as the 'spaghetti loop." When there is no stated intent to target an area, this kind of recorded activity tended to indicate otherwise.
- An email had been received from Rachel Short who is about six or seven miles from the airport, closest to the crosswind runway. A portable noise monitor was there and CACNR would see its results in November. This was the second time CACNR had heard from that area about the increasing number of flyovers occurring there. Several questions had been asked which would be addressed more fully later in the meeting, in relation to DIA and new flight patterns. There would be more discussion of that topic later in the meeting.

7. **EXECUTIVE COMMITTEE:**

A. SCHEDULE SHOWING OF ORIENTATION PRESENTATIONS – It had been determined best to start the new year with these presentations after the website was fully operational. They were currently planned for February, March, and April, time to be determined but definitely in relation to the monthly CACNR meetings.

B. ACPAA MEETING - Pam Thompson had provided the written report regarding the September 10, 2026 ACPAA meeting.

C. CHAIR REPORTS:

1. FSDO – Thompson reported going to this office and spending about 1.5 hours. They focus on safety issues, not noise, but since there are frequently safety issues involved with noise issues, it was felt important to have this contact. Question had been asked if there was verification of the accuracy of a complaint, and one of the terms explored was the determination of a congested area. That is done on a case by case scenario, going to judges in the various areas of the country who decide, leaving no uniformity on which the public can rely. Reported violations of the law are examined administratively, looking at where the complaint came from and the situation involved. Again, there were no standards by which purported violations are measured. The office will tell the complainer that it has the complaint, but it will never share the outcome of an investigation, deeming that private information.

There had been agreement someone could come to a CACNR meeting, as long as there was no media in attendance. Whether someone from the overall FSDO office, or a safety officer, would be determined based on our expectations. There was consensus this would be useful, and one of the questions could be why they do not respond back to a complainer.

Thompson indicated she planned to continue to do these kinds of meetings with whomever would be of interest or helpful to CACNR and its areas of concern. She had communicated with Jennifer Redding who had been attending CACNR's meetings online for the FAA, and had just gotten a reply today and would follow-up with her. Working together as a team with a variety of resource personnel was a goal. That included her plan to meet with all of the flight schools individually and personally to develop a team relationship with them. She noted if any CACNR Representative ever had any questions they would like her to ask during any of her visits, please don't hesitate to let her know and she would ask.

Question was asked about any success in reaching the ombudsman who is supposed to be a kind of liaison between the FAA and the communities. It seemed to be a slow process, but hopefully progress was being made.

D. WEBSITE – Andy Jones was thanked for all of the work he had done on this project, and he was proud to report it had come in on time and on budget. He also thanked CACNR Representatives and the airport staff who had helped, and particularly Dave Johnson of Altitude Design Agency for being very available and willing to work on whatever was needed. He noted particular appreciation to Bill Wasmund for allowing his three educational presentations to be featured on the website.

The website was designed to provide easy access for the public, and CACNR Representatives as well of course, to information about CACNR and its meetings, how to file a noise complaint, and educational information about a variety of aeronautical topics. It was hoped feedback would be received about the site, and if anyone had ideas for improvement, they would be particularly useful. Jones noted there were still two months remaining in the contract with the Agency, to fix anything needed, but importantly to do training about the site and its continued support. That might be accomplished by a video conference on a variety of operational details, whose potential date had yet to be determined.

Jones then walked CACNR through the various components of the website, asking for feedback throughout, not only at this meeting but also at any point after. He also asked that the site be visited on iPhones, iPads and laptops to assure it was user friendly on those devices as well. Comments were welcomed about content, as well as resources or anything else that might be missing. The goal was to make the site full of easily accessed information in an attractive format. He noted the site was created to address all present and current standards for accessibility; as one example, the font size was designed for those with site impairment. Terms and conditions of the website and a privacy policy were also included. There would be the ability for users to search for particular terms in the glossary and the site would be able to bring up results from any of our documents accordingly.

Compliments were given to Jones and Altitude Design Agency for the work done, and the discission turned to maintenance after the current contract was completed. Things following that, such as a refresh or additional support or training, or technical problems that needed to be fixed could be done with Altitude. It was suggested there be a negotiated hourly rate after the two months or perhaps the purchase of a block of hours, whatever would be most economical for CACNR and also so CACNR could have something to consider including in its next budget cycle. Jones indicated he would discuss the ideas with Johnson.

There was discussion about seeking a refund from GoDaddy, as it would no longer be used but renewal had rather recently been paid for, and that would be pursued. Various other documents were identified which needed a place on the site, and question was asked if pictures taken by individuals to demonstrate a relationship to noise concerns could be used on the site without worrying about copyright matters - answer was yes.

To publicize the new website, Representatives were charged with going to their respective jurisdictions to inform them and encourage the public to try it out. The chair also made a commitment to reach out to each jurisdiction to provide them with information about the revamped site; anyone with social media skills or contacts was also encouraged to utilize that avenue. There would apparently be an way to obtain engagement statistics, which would be very helpful to have for future planning or site adjustment.

A round of applause for a job well done was given to Jones, Johnson, and the rest of the team which had helped with the project.

8. **CACNR STUDY GROUP COMMITTEE**: Brad Pierce indicated the group had not met since the last CACNR meeting but would be doing so later in the month. The third quarter report would be available as well as the third quarter dashboard. They would be presented to the November CACNR meeting. There was a brief explanation of the purpose of the Committee for the edification of newer CACNR Representatives.

9. **AIRPORT DIRECTOR**:

A. Mike Fronapfel reported as of October 26, 2026, the FAA was requiring changes to DIA's final approach procedures as outlined in the memo from Zach Gabehart in the emailed packets. The changes were to ensure separation was maintained between aircraft on final approach to DIA's four parallel north-south runways. Separations would be either 1,000 feet vertically or three miles laterally, meaning planes would have to turn into their final approach further from the airport, operating at altitudes more directly above and closer to Centennial Airport's airspace.

Fronapfel further explained the implications of this for general aviation aircraft which could encounter heavy lower commercial jet traffic, significantly in the southeast area. The FAA recommended GA traffic change its operations to accommodate the lower commercial traffic by flying lower than they have in the past. Those changes would primarily affect training flights using the training boxes to the east of Centennial Airport. Other potential implications were also presented, although it was not known what would actually result from the FAA's required changes until they were

implemented, although some testing had apparently been occurring. CACNR Representatives in the area were asked to be particularly aware of changes in noise events, and some had already been noted.

Pam Thompson reported she had met with the FSDO before this was in place, but she had questioned about reports she had heard of alarm systems being observed by some commercial flights. TRACON was given as the place to inquire; would that be a legitimate question for either the airport or CACNR to ask, although this could also be a safety issue. It was felt perhaps waiting until the changes had actually been implemented and them inquire of both FSDO and TRACON to see what effects had been reported, and the airport indicated a willingness to make such inquiries.

Question was asked if the FAA was ever required to allow public comment when making changes such as this. Although a question for the FAA, it was surmised that probably not because it was not changing the airspace, just how the space was being used. The new use being tested did have people particularly in Elbert County and parts of Douglas County concerned about both noise and safety issues.

B. As of October 1st the FAA had the local tower cease simultaneous parallel departures off the north-south runways. . The local FAA tower had been aware of concerns with parallel departures for a couple of weeks and had been working on several mitigations to reduce the perceived risk. Because of this restriction, touch-and-go operations were currently not being permitted, and the tower was gradually increasing the number of full stop taxi backs they are allowing, which really slows down training activity which was of concern to the flight schools. It also affects the operation numbers for the airport. The FAA had scheduled a Safety Risk Management Panel meeting for October 27th and 28th to review and determine what mitigations need to be implemented in order to return to simultaneous parallel departures and normal pattern operations. Centennial is not the only airport with a parallel runway configuration, so what happens next could be interesting. To further add to the impact here, Rocky Mountain Metropolitan Airport was closing its touch and go runway for 30 days while doing a construction project, and the next closet airport was Colorado Air and Spaceport, which has a contract control tower with only three of its fully staffed 6 air traffic controllers, resulting in times when the tower is closed and the common traffic advisory frequency (CTAF) must be used, relying on the pilots to announce when they are entering an airspace. Fronapfel did have additional meetings scheduled about this issue and would keep CACNR informed.

C. On September 16th One Flight International based at Centennial announced it would be “pausing” all flight Activities and then proceeded to lay off around 80 employees and close the offices at the building it had occupied on the south side of the airport. Since then, there have been at least three lawsuits filed by former customers and a charter company that was owed money. It was also three months behind on sublease payments to Modern Aviation and SunBorne. In a sense things had been run in almost a Ponzi scheme manner. The whole situation was very unexpected and regrettable, particularly for the employees.

D. Legislatively, the ALERT and ROTOR bills continued to be monitored, and it was anticipated the languages would be combined for a final vote before the end of the year. Those are the bills which resulted after the mid-air collision in Washington, DC. One concern was the PAPA language which could limit access to tracking information by both the community and by airports. There had been increased opposition to the inclusion of the PAPA language, and the bills will be watched closely until the language is taken out of the final version.

E. The elevator in the control tower had presented problems which hopefully will be resolved by the end of the month when other items should also be completed. The foundation to the Signature hangar was in place and it should be going vertical before the end of the year. The Colorado Karting Circuit (CKC) was nearly finished with construction of its garages and shop. It plans to build a main building over the next year to host some corporate and bigger team building events.

F. Year-to-date 84,793 gallons of UL94 have been sold, which is a 3.7% decrease from the same time last year. Swift Fuels had advised they expected 100R unleaded avgas would be available sometime around late October to early November this year. jetCenters of Colorado would be cleaning out their UL94 tank late October and if 100R is available, that would provide a good opportunity to transition to 100R.

G. Other reports included:

- On September 17th Bye Aerospace did its first test flight of the eFlyer2 electric two seat trainer, from Centennial Airport. This is the first purpose-built electric aircraft to achieve this important milestone.
- On September 18th Centennial Airport was recognized by the Colorado Green Business Network as a Gold Member for exemplary work toward true, sustainable operations, driven by care for the wellbeing of our environment, economy and society. Congratulations!

- The Morgan Adams event was a tremendous success this year and they reportedly raised $1.6 million dollars for pediatric cancer research!
- On September 19th the airport participated in two charity events, one was the Aero Angel Light Up the Sky Event and the other was for Wings of Hope. Aero Angel coordinates flights to and from care for children who are immunocompromised and cannot go on a regular airliner. Wings of Hope supports pancreatic cancer research, particularly special because Fronapfel's predecessor Robert Olaslagers became a victim of the disease.
- The Douglas County Community Foundation Heroes Gala was held on September 12th, and our very own hero John Sieber was recognized for his service, leadership and commitment to the community. He serves on the ACPAA Board, and Fronapfel was honored to present the award.
- Challenge Air for Kids was the prior weekend and 99 kids with special needs got to experience aviation, going on a flight in a single engine aircraft. Volunteer pilots and aircraft make this event possible, and this was possibly the largest of its annual events.

Question was asked if Centennial was able to contribute monetarily or otherwise to charitable organizations. Through the Centennial Airport Foundation, giving occurs to causes dedicated to aviation, such as aviation programs at schools; the Tuskegee Airmen which encourages minority involvement in aviation; scholarships to someone studying to be a pilot, or involved in airport management or aircraft mechanics. Giving to causes such as pediatric cancer or pancreatic cancer research comes from the airport's operating budget.

MOTION TO EXTEND THE MEETING TIME: A motion to extend the meeting time by 20 minutes was made by Andy Jones and duly seconded. The motion carried.

10. **3RD QUARTER LAND USE REVIEW**: Luis Gonzales reported on the 19 land use referrals reviewed by the airport in the 3rd quarter. 10 had been approved as submitted, eight were subject to comment, and one was not recommended. A map of all 19 was provided. Those listed as C/I/R were a mix of commercial, industrial, and residential. The one not recommended in Lone Tree was because it was a residential property specifically within the ILS approach of the main runway. That is similar to problems further south related to the Castle Pines Canyons area. There continues to be concerns about development off of Ridgegate in Lone Tree. It could be anticipated there would be complaints about noise coming from homes in those areas; complaints are already coming from the Canyons. Question was asked what CACNR does about such situations

CACNR had not traditionally weighed in on individual applications, although it could. It seemed there were more such developments occurring and perhaps CACNR should have a discussion about what our response or action should be in the future. How do we create preventive medicine? Prospective buyers should know they are buying in an ILS landing strip. There was considerable discussion about what types of information would be needed for CACNR to truly craft an appropriate response to what would be considered unwise development and what kind of timing would need to be involved. There was general agreement the staff and the Chair or Executive Committee would do further exploration of such specifics for consideration at a future meeting.

11. **OLD BUSINESS**: None

12. **NEW BUSINESS:**

A. The draft 2027meeting calendar was approved on the motion of Andy Jones, duly seconded, with the understanding the dates for the ACPAA 2027 meetings might need to be adjusted once that group had adopted its meeting schedule for that year. At present it was anticipated that it would not meet in January or July.

B. The draft 2027 budget was in the meeting packet. In looking at possible carry-over from 2026, the Executive Committee had felt it unnecessary to invoice Members for the full amount specified in the Financial Management document, and that even half as had been done in the past might be unnecessary, so it was determined to present a budget based on a 1/3 invoice amount. The draft as presented was based on some past expenditures and included flexibility for such things as website maintenance and other categories. Brad Pierce indicated N.O.I.S.E. would likely not have a conference in 2027, but if so, it might just be a webinar. On the motion of Andy Jones duly seconded, the 2027 budget was approved. The Treasurer would be sending the invoices, and Representatives were asked to let their jurisdictions know that we did discount dues drastically in order to be responsible with our funds.

13. **PUBLIC COMMENT EXTENSION:** None needed.

14. **REPRESENTATIVE COMMENTS:**

A. REPRESENTATIVES FROM MEMBERS OF COLORADO MUNICIPAL LEAGUE – None

B. CACNR REPRESENTATIVES –

- Mike Parr thanked everyone for the nice welcome and indicated he thought it would be a great group to be part of. He Was encouraged to ask any questions at any time and was thanked for joining CACNR.
- DJ Beckwith thanked Andy Jones for all the work on the website. He remembered when he first came to CACNR that the website did not have nearly the amount of information it would now, which would be a great resource for everyone. He also commented about working on behalf of the County in relation to the TOD. The state requirements involved, dealing with executive orders affecting different grants, and other factors all put pressure in that area, it was not necessarily just a desire to build more and more and more. The County was grateful for the Part 150 to include consideration of the TOD.
- Pam Thompson looked to the future when the website was fully completed, to perhaps develop or find a good tool to address/learn more about web Trax or similar resources. She again thanked everyone involved in the web site project.
- Alison Biggs noted that the photo of the CACNR Representatives that had originally been put on the website was very outdated and wondered if there was interest in having a new one taken, perhaps at the November or December meeting. Pam Thompson indicated she was vetoing having a formal picture taken, preferring a photo of the group at work. She felt Representatives changed so frequently that formal photos become outdated quickly, so seeing people working together seemed more appropriate.
- Brenda Duyche indicated that her area already had a problem of planes flying too low over home and schools, and based on the things going on with the FAA's recent decisions, it appeared the situation was only going to get worse, as acknowledged at this meeting. She would like the flight schools to get together and agree to no more flying in that area. The over- use of the boxes does not change, and why? She again had videos of one of the planes circling her house, loud and low. And now with commercial planes possibly flying lower over the area, causing training flights to have to fly lower, what is to be done from both a noise and safety standpoint?
- Bill Wasmund reported last weekend was the Wings Over the Rockies annual gala, raising over $1000,000 for funding the

next fiscal year. On October 10 there is a breakfast fly-in that is at the Exploration of Flight just over here on the other side of the field from about 8 o 'clock until noon. On October 12, the sixth annual College and Career Symposium would take place, for young people who are looking for a career in aviation. October 17th is Hauntings in the Hangar at the Lowry location, and Octobr 24 is the second annual Paint a Plane event. There is a Cessna 150 which has already been repainted once, and it will be again. People have a good time learning what the various parts of the plane they are painting actually do, so it is educational as well as fun.

15. **RECOMMENDATIONS TO ACPAA AND OTHERS TO POTENTIALLY REDUCE NOISE OVER AFFECTED COMMUNITIES:** None

C. **NEXT MEETINGS**:

A. **CACNR** – Nov 4, 2026 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
Dec 2, 2026 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112

B. **ACPAA** – Oct. 8, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
Nov 12, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
Dec 10, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR

C. **PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE – None provided**

16. **ADJOURN:** The meeting was adjourned at 8:54 p.m.

Alison Biggs, Secretary